Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) A collapsible [[shaft]] driveshaft comprising:

a unitary tube having an outer portion and a depressed portion dividing the outer portion into two segments, the depressed portion including tapered sides and a depressed exterior surface portion longitudinally extending between the tapered sides, the outer portion having an outer exterior radius (Ro), the depressed exterior surface portion having a substantially uniform depressed exterior radius (Rd) extending the longitudinal length of the depressed exterior surface portion, the Ro being greater than the Rd, ~~and~~ the difference between Ro and Rd being a depressed depth (Dd), the tapered sides each having an equal, substantially uniform taper angle (αd).

2. (currently amended) The collapsible [[shaft]] driveshaft of claim 1 wherein the longitudinal length of the depressed exterior surface portion is greater than the Dd ~~the depressed portion defines an area of structural weakness in the shaft~~.

3. (currently amended) The collapsible [[shaft]] driveshaft of claim 1 wherein the αd of the tapered sides is between 20 and 60 degrees ~~the shaft is a driveshaft~~.

4. (currently amended) The collapsible [[shaft]] driveshaft of claim [[3]] 1 wherein the unitary tube includes one depressed portion ~~the depressed portion has tapered sides~~.

5. (currently amended) The collapsible [[shaft]] driveshaft of claim [[4]] 1 wherein the depressed portion has a size (Sd) defined as the longitudinal length between the edges of the outer portion adjoining the depressed portion.

6. (currently amended) The collapsible [[shaft]] driveshaft of claim 5 wherein the depressed portion has a longitudinal location (Ld) along the length of the driveshaft and the Ld is longitudinally centered about the Sd.

7. (currently amended) The collapsible shaft of claim [[4]] 17 wherein the tapered sides of each of the number of depressed portions each having an equal, substantially uniform taper angle (αd_1-αd_n) ~~the depressed portion has a width (Wd) defined as the longitudinal length between the edges of the tapered sides adjoining the cylindrical surface of the depressed portion~~.

8. (currently amended) The collapsible shaft of claim [[5]] 7 wherein each αd of αd_1-αd_n is between 20 and 60 degrees ~~the Ld of the depressed portion is capable of being varied depending on the type of vehicle having the driveshaft~~.

9. (currently amended) The collapsible [[shaft]] driveshaft of claim [[2]] 1 wherein the depressed portion defines an area of structural weakness in the shaft, and the area of structural weakness is susceptible to bending collapse upon exertion of a substantial force.

10. (currently amended) The collapsible [[shaft]] driveshaft of claim [[2]] 1 wherein the depressed portion defines an area of structural weakness in the shaft, and the area of structural weakness is susceptible to axial collapse upon exertion of a substantial force.

11. (withdrawn) A method of forming a collapsible shaft comprising:

denting a unitary tube to from an outer portion and a depressed portion at a location along the length of the unitary tube, thereby dividing the outer portion into two segments, the outer portion having an outer exterior radius (Ro), the depressed portion having a depressed exterior radius (Rd), the Ro being greater than the Rd, and the difference between Ro and Rd being a depressed depth (Dd).

12. (withdrawn) The method of claim 11 wherein the denting step is comprised of:

placing a depression member at the location and around the unitary tube; and

denting the depression member in a substantially uniform manner to obtain the depressed portion having the Rd.

13. (withdrawn) The method of claim 12 wherein the depression member is an anulus ring.

14. (withdrawn) The method of claim 13 wherein the anulus ring has a predetermined radius and a predetermined depth for obtaining the Rd and Wd, respective, upon denting the anulus ring.

15. (withdrawn) The method of claim 11 further comprising stabilizing the unitary tube prior to the denting step.

16. (withdrawn) The method of claim 11 wherein the denting step is repeated one or more times at different locations to obtain two or more depressed portions and three or more segments of the outer portion.

17. (currently amended) A collapsible shaft comprising:

a unitary tube having an outer portion and a number of depressed portions (Nd) longitudinally centered about different longitudinal locations along the length of the tube, each of the number of depressed portions including tapered sides and a depressed exterior surface portion longitudinally extending between the tapered sides, the number of depressed portions (Nd) [[thereby]] dividing the outer portion into a number of segments (Ns) defined as the number of depressed portions plus one, each segment having an outer exterior radius (Ro_1 - Ro_n), the depressed exterior surface portions each having a substantially uniform depressed exterior radius (Rd_1-Rd_n) extending the longitudinal length of each of the depressed exterior surface portions (Wd_1-Wd_n), each Ro being greater than each Rd.

18. (original) The collapsible shaft of claim 17 wherein all outer exterior radii are substantially equal.

19. (currently amended) The collapsible shaft of claim [[17]] 18 wherein all depressed exterior surface portion radii are substantially equal, the difference between the depressed exterior surface portion radii and the outer exterior radii being a depressed depth (Dd), and each Wd of Wd_1-Wd_n is greater than the Dd.

20. (original) The collapsible shaft of claim 17 the shaft is a driveshaft.